

CLASSIFIED MESSAGE

DATE 23022 04 JUN 63

S E C R E T

ROUTING

1	4
2	8
3	6

TO : DIRECTOR 25X1A

FROM :

ACTION: OSA (1-15)

INFO : S/C (16)

OPERATIONAL IMMEDIATE

IN--78658

TOR: 2341Z 04 JUN 63

25X1A

25X1A

TO OPIM [REDACTED] INFO [REDACTED] CITE [REDACTED] 9762

DXCART [REDACTED]

REF [REDACTED] 9737 NOT SENT [REDACTED]

[REDACTED] 8188 NOT SENT [REDACTED]

1. FLIGHTS 79 AND 80 WERE FLOWN 4 JUNE 63 ON AIRCRAFT 124.

PILOT ON 79, [REDACTED] PILOTS ON 80, [REDACTED] AND [REDACTED]

[REDACTED] DURATION OF FLIGHT 79 WAS 40 MINUTES, DURATION OF FLIGHT 80, 55 MINUTES. T.O. GROSS WEIGHT 69,400 POUNDS, 03 19.8 PERCENT.

2. FLT 79 WAS A STABILITY INVESTIGATION AND SUCCESSFUL DEMONSTRATIONS OF ADEQUATE ELEVON EFFECTIVENESS DOWN TO 129 KEAS (125 KEAS ON AIRCRAFT 123), AT 30,000 FEET WERE MADE. ELEVEN POINTS WERE TAKEN FROM 295 TO 129 KEAS. MAXIMUM THROTTLE SETTING 93 PERCENT, MINIMUM THROTTLE 86 PERCENT, MAXIMUM RATE OF SINK 1000 FPM. AIRCRAFT WAS SHOWN TO BE FULLY CAPABLE OF RECOVERY AS LOW AS THE 125 KEAS MENTIONED ABOVE BY USE OF ELEVON ONLY I.E. NO POWER CHANGES.

S E C R E T

GROUP 1
Excluded from automatic
downgrading and
declassification

25X1A

██████████ 9762 (IN--78658)

S E C R E T

PAGE TWO

3. FLT 80 WAS MADE TO CHECK VELOCITY IN A SHALLOW DIVE AT CRUISE POWER 97 PERCENT AT 34,000 FEET. AIRCRAFT WAS PUSHED OVER TO ZERO 'G' AND 10 PERCENT DIVE WITH NO POWER CHANGE AND DESCENDED TO 25,000 FEET AT WHICH POINT A SPEED OF 377 KEAS AND .92M WAS REACHED WITH NO FURTHER INCREASE IN SPEED POSSIBLE UNDER THIS CONDITION.

4. THE SECOND PART OF FLIGHT 80 WAS TO DETERMINE THE BLEED OFF IN SPEED AT 97 PERCENT IN A SHALLOW CLIMB FROM 34,000 TO 38,000 FEET AT 2000 FPM. AIRCRAFT REACHED 192 KEAS AT 38,000 LEVELED OFF AND THEN CONTINUED TO SLOW DOWN UNTIL 180 KEAS WAS REACHED. AT THIS POINT IT BECAME EVIDENT THAT THIS ALTITUDE COULD NOT BE HELD WITHOUT AN INCREASE IN POWER AND SPEED WAS BLEEDING OFF AT 1 KNOT PER 6 SEC.

25X1A

5. THE THIRD PART OF FLT 80 WAS MADE TO CHECK A SIMULATED TURN AS DONE BY ██████████ AT 34,000 FEET, .84 M, 96 PERCENT RPM, AND 12,000 POUNDS OF FUEL THE AIRCRAFT WAS PUT INTO A 30 DEGREE LEFT BANK FOR 110 DEGREES HOLDING THE SAME ALTITUDE, AT THIS POINT THE THROTTLES WERE RETARDED THREE AND ONE-HALF PERCENT RPM, THE 30 DEGREE BANK MAINTAINED AND A 2 DEGREE CLIMB SET UP. AFTER ANOTHER 110 DEGREES OF TURN REACHING AN ALTITUDE OF 35,600 FEET, THE SPEED HAD BLED OFF TO 195 KEAS AND .6 M.

6. NO FURTHER TESTS WERE RUN 4 JUNE 63. THE RESULTS ARE BEING STUDIED AT THIS TIME.

END OF MSG

S E C R E T